STOCKS

Market Makes Fullle Efforts at Recovery of Losses.

MONEY STRINGENCY IS FEARED

Chesapeake & Ohio as Well as Many Other Railroads Make Splendid Showing of Profits But is Unavailing-Close Lower and Irregular.

(By Associated Press.) YORK. March 1.-Stocks NEW Started towards recovery today af ter signs appeared that the more or gent liquidation had spent its force But the continued evidence of strin gency in the money market discour aged any ventures on the long side of the market and checked the recovery with recurrent show of weakness from time to time. Everything ind! cated a continuing inroad upon the reserves of the clearing house banks

The Canadian Pacific reported ner earnings for January three times as large as for the same month in the previous year, the Eric and the Central Railway of Georgia twice as large and the Chesapeake nd Ohio an increase to the extent of 76 per cent These showings were unavailing, how ever, to induce any extra demand for those stocks. The fluctuating tendency of the market continued up to the closing which was irregular.

Bonds were heavy. Total sales par value \$2,510,000.

United States bonds unchanged on

Chicago Grain Market,

CHICAGO, ILLS. March 1 .- In creasing stocks of wheat in Minneap olis and a poor demand in flour in the same market were chiefly respon sible today for a fresh decline in the price of wheat here. At the close wheat for May delivery was down 24. Corn was off 1-4. Oats showed a loss of 1-1a3-8. Provisions were 2 1-2 to 20 cents lower

The opening and closing prices

ibs., 7.67 1-2; short ribs sides (loose). 7.97 1-28.00; dry salted shoulders.—; short clear sides (boxed). 8.47 1-2 8.50; whiskey, basis of high whees, 1.28; clover, contract grade. 14.60.

Baltimore Produce Market. BALTIMOAE, MD., March 1.— Flour, dull and unchanged. Wheat, dull; spont contract, 84-3-4

Corn, easier; spot, 46 5-8a46 3.4; southern white corn, 44 1-4a47 1-4. Oats, firmer; No. 2 mixed, 34 1-2a35, Rye, steady; No. 2 western, 71a72. Butter, firm and unchanged. Eggs, steady and unchanged a

New York Money Market.

NEW YORK March 1.—Money on call, firm, 3a7 per cent.; lowest, 3; ruling rate, 6a6 1-2; closing bid, 3; of-fered at 5. Time lonas, firmer2 sixfered at 5. Time lonns, firmer2 six-ty days and ninety days, 5-1-2a5-3-4 per cent.; six months, 5-1-4a5-1-2. Prime mercantile paper, 5a5-1-2 per cent. Commercial bills, 482-1-2. Bar silver, 65-7-8. Mexican dollars, 56-3-4.

ARNISH ROCK.

A Lighthouse Which is Without a Light of its Own.

The most extraordinary of all fight-houses is to be found on Arnish rock. Stornoway bay, a rock which is separated from the island of Lewis by a channel over 500 feet wide. It is in the flebrides. Scotland. On this rock a conical beacon is erected, and on its summit a lantern is fixed, from which night after night, shines a light which is seen by the fishermen for and wide is seen by the fishermen for and wide. is seen by the fishermen far and wide.
Yet there is no burning lamp in the lantern, and no attendant ever goes to it, for the simple reason that there is no lamp to attend to, no wick to train

and no oil well to replenish.

The way in which this peculiar lighthouse is Illuminated is this: "On the island of Lewis, 500 feet or so away, is a lighthouse, and from a window in the tower a stream of light is projected on a mirror in the lantern on the summit of Arnish rock. These rays are reflected to an arrangement of prisms and by their action are con-verged to a focus outside the lantern, from which they diverge in the neces-sary direction."

The consequence is that to all intents and purposes a lighthouse exists which has neither lamp nor lighthouse keeper and yet which gives as serviceable a light, taking into account the requirements of the locality, as if an elaborate and costly lighthouse, with lamps, serv-ice room, bedroom, living room, storeroom, oll room, water tanks and all other accessories, were erected on the summit of the rock.

The opening and closing prices for the leading futures ranged as follows: Wheat No. 2: May, 81 1-4a81 3.8—180 1-2a80 5-8; July. 81a81 1-4—80 3.8. Corn No. 2: May, 43 1-8a43 1-4—24 7-8a43; July 42 5-8a42 3.4—42 5.8; September, 44 1-8—43 3-8a43 1-2. Oats No. 2: May. 30 3-8—30 1-8; July, 29 1-4a29 3.8—29 1-4; September, 28 3.8—28 1-4. Cash quotations were as follows: Flour, dull; No. 2 spring wheat. 80a 81; No. 3, 75 1-2a78; No. 2 red. 81 3-4a82 7-8; No. 2 corn. 39 3-4a40; No. 2 yellow, 40a40 1-4; No. 2 oats, 29 1-8; No. 2 cycliow, 40a40 1-4; No. 2 oats, 29 1-8; No. 2 rye, 63; good feeding barley, 38a38 1-4; fair to choice malting. 41a50; No. 1 flax seed. 1.06; No. 1 northwestern, 1.11; mess pork, per bbl., 15.05a15.10; lard, per 100

OFFICIAL RANGE OF STOCKS.

Corrected Daily by H. E. Boykin.

Stocks, Bonds, Cotton. Grain, Etc., Room 2, Braxton Building.

	FOR STATE	Open. III	ah Lam	
Anaconda	261	270	261	Close, 265
Allis-Chalmers	20 7-8	21	20 3-8	20 1.2
Amaigamated Copper	107 1-2	107 3-4	106 1-4	107 3-8
American Car and Foundry	41	41 3-8	40 3-8	41 3-8
American Cotton Oil	32 1-2	32 1-2	31 3-4	32
American Locomotive	69 3-4	69 7-8	68 3-4	69 1-2
American Smelting	154 1-2	15a 1-2	153 3-8	155
Atchicon	139 1-2	140 1-4	138 3-4	140
Atchison	89 1-4	89 5-8	88 5-8	3.1 1 2
Atlantic Coast Lin.				
Baltimore & Ohlo	109 7-8	***	1 WAY 10 1	water.
Brooklyn Rapid Transit	80	110 3-8 80 3-8	109 3-4	110
Canadian Pacific	169 5-8	80 3-8 169 7-8	79 3-8 168 3-8	80 3-8
Chesapeako & Ohio	55 1-2	55 5-8	55 1-2	169 3-4 55 1-2
Chicago Great Western		110.010	1-2	20 3-4
Chiengo, Mil. & St. Paul.	177 3-8	177 3-4	176 1-4	177 1-2
Colorado Fuel and Iron	62 3-4	62 3-4	60	62 1-8
Distillers' Securities	54	56	53 1-2	55 1-2
Erie	42 1-4	42 3-8	41 3-4	42 1-8
Eric, first preferred	77	77 1-4	77	77
Illinois Central	170	170 1-2	168 3-4	169 1-2
Louisville & Nashville	146	146	145	145 7-8
Metropolitat, Street Rallway	114 1-4		****	
Metropolitan Street Ry. Securities	69	70	114	115
Mexican Central	24	24 3-8	67	70
M. R. & T	33 1-4	33 3-8	24 33 1-8	24 1 8
M. K. & T., preferred	68 3-4	68 3-8	33 1-8 68	33 1 4 68 3-4
Alissouri Pacific	99 1-8	99 3-4	99	99 1-2
National Lead	73 1-2	73 1-2	71 1-2	72 1-2
rew York Central	145 3-4	146 12	145 3-4	146 1-4
N. Y., G. & W	49 1-4	49 3-4	49	49 1-2
	84 1-2	85 1-2	84 1-4	85 1-4
Purific Mail				43 1-2
Pennsylvania	138 3-8	138 1-2	137 5-8	137 3-8
Feople's Gas Fressed Steel Car	96 1-4	96 1-2	96	96 1-2
Reading	52	53	52	52
Republic Iron and Steel	136 1-4 29 3 4	137 29 3-4	135 1-2	136 3-1
Republic fron and Steel, preferred	103	102 1-4	28 3-4 102	29 3-4
10 KK Island	26 1-4	26 5-8	25 7-8	102 26 5-8
Rock Island, preferred	65 3-4	67	65 5-8	66 1-2
Sloss-Sheffield	81 1-2	83 3-8	77	79 1-2
Smithern Facine	65 1-4	65 3-4	64 3-4	65 3-1
	38	38 1-2	37 3-4	48 3-4
Southern Railway, preferred				
Tennessee Coal and Iron	149	149 3-4	117	147
Texas & Pacific	33 5-8	34	33 1-2	33 1-2
Union Pacific United States Rubber	149 1-2	150 3-4	149 1-8	150 5-8
United States Steel	49 1-4	49 3-8	48 3-4	49
United States Steel, preferred	40 5-8	41 1-4	40 3-8	41 1-4
Virginia-Carolina Chemical	105 7-8 48 34-	106 3-8	105 3-4	106 1-4
Virginia Carolina Chemica, preferrat	10 .4-	48 1-2	47 1-2	48
Wahash	23	23 5-8	23	23 1-8
Wabash, preferred	50 1-2	51 3-4	49 5-8	23 1-8 50
Western Union Telegraph Company	93 1.2	93 1-2	93 1-4	93 1-4
Sales, 885,200 shares,			****	100 100
New York Co	tton:			
March	10.45	10.48	10.29	10.30
May 1	10.68	10.68	10.49	10.51
July	10.81	10.82	10.64	10.65
October	10.31	10,35	10.21	10.22

CAUSE BLINDNESS

Chicago Savant Puts All the Blame on Electricity.

HUMANITY MUST PAY FOR LIGHT

Eyes. Most Delicate Portion of Body First to Yield to Corrosive Influence-Day and Night it is Working Upon America's Nerves.

(By Associated Press.) CHICAGO, ILLIS, March 1.—That universal blindness is to be human ity's tribute to electricity is the theory expressed by Dr. H. Preston Pratt, X-ray and therapeutic expert in the trial of a personal injury suit in Judge Winder's court.

The Union Traction Company is being sued for \$50,000 damages in behalf of Ruth Bostrom, who is declared to be partially blind and paralyzed from an electrical current which passed from the atmosphere through her body, April 10, 1902. Eye specialists have been the first

o discover the corroding effects of the electrical currents being generated by millions of dynamos in every corner of the civilized globe, explained the witness. Day or night we are never free from their influence. he said, and the eyes, the most delicate portion of the human body, will suffer first. Dr. Pratt cited the increasing prevalence of failing eye-

SPEED OF ANIMALS.

The following interesting letter con-

cerning the relative speed of animals appeared in the London Field:
The fastest animal we have is the

greyhound. The next are the race horse, the red deer and the hare, and then comes the good, big, bold dog fox, which is a fine galloper on good going. In comparison with any of the above the fastest foxbound on sound flat turf is as slow as a man mowing grass for haymaking. But if you radically after the trial ground the bove does not hold good. For instance, on rough clods, whether melted or not, a hare cannot run at all; hence she generally takes care not to go there, and where greyhounds are kept she habitually lies in her form near the fringe of any lies in her form near the fringe of a rough fallow that when coursed she may quickly be on good going. With such long, powerful hind legs a hare can beat anything up a steep hill. A forhound can easily beat any horse over deep clay plow, because the horse weights as much as twelve hounds and weighs as much as twelve hounds and therefore sinks deeply. In stag hunt-ing the red deer tires earlier than the ing the red deer these earlier than the blood hunter, though the horse may not be faster, but great consideration must be made for the discretion of a good horseman, who avoids exhausting deep ground which the deer plods through.

A run of eight miles within the hour in either of the three wet wintry months would leave the body of the field behind, but it would be easy to a riding man on a galloping horse when

riding man on a galloping horse when the March winds have dried the coun-try and the obstacles are only ordinary.

A COLOSSAL GORGE.

The Sublime Beauties of the Grand

Canyon of Arlzons. This terrific gash is more than 200 miles long and more than a mile deep, and its area exceeds 2,000 square miles. From the El Tovar rim, on which I stand, to the gleaming, snow veined crags on the opposite side of this stu-pendous cleft the distance is thirteen miles. Human vision cannot take in the full extent of this wide pageant of terror and glory nor is it within the cawhelming splendor. The plain on which I stand is nearly 8,000 feet above sea level, and here, in a prodigious fissure -gaunt, abrupt, frightful and wonder-ful-are assembled mountains, valleys, enormous rocks, precipitous crags, ra-vines of mystery and forests of gloom, through which the black waters of the Colorado rush onward in their resist-less flow and over which the dauntless eagle wings its upward flight to meet the sun. All the forms are here that imagination could construct, and all the colors are here that glow in sunset skies. Far down in the subterranean vista the forests show like green lawns Not less than seven geologic periods in the physical history of the planet are displayed in the layers of tinted rockblack, green, gray, red, brown, blue, pink, orange and alabaster, with many other mingled hues-that constitute the walls of this colossal gorge; walls that seem continuous and unbroken, yet everywhere are rifted with lateral fissures, the beds of mountain streams that swell the flood of the great Colorado river. The American continent has nowhere else a spectacle to show commensurate with this in beauty randeur and awe .- William Winter in Pacific Monthly.

Unappreciated Demonstration. Small Brother-Marie, does your admirer stutter? Marie-No; of course not! What made you think of such a thing? Small Brother—Then why does

he write "My dear, dear Marie?"

gende Blatter.

WORK FOR YOURSELF.

Then You Will Have a Chance to Develop Your Individuality.

It is well known that long continued employment in the service of others of ten cripples originality and individual-ity. That resourcefulness and inventiveness which come from perpetual stretching of the mind to meet emergencies or from adjustment of means to ends is seldom developed to its ut most in those who work for others. There is not the same compelling mo-tive to expand, to reach out, to take risks or to plan for oneself when the programme is made for him by another. Our self made men, who refused to

remain employees or subordinates, are the backbone of the nation. They are the sinews of our country's life. They got their power as the northern oak gets its strength, by fighting every lach of its way up from the acorn with storm and tempest. It is the hard schooling that the self made man gets in his struggles to elevate and make a place for himself in the world that develops him.

Some employees have a pride in working for a great institution. Their identity with it pleases them. But isn't even a small business of your own. which gives you freedom and scope to which gives you freedom and solve to develop your individuality and to be yourself, better than being a perpetual clerk in a large institution, where you are merely one cog in a wheel of a vast machine?

The sense of personal responsibility is in itself a great educator, a powerful schoolmaster. Sometimes young wom-en who have been brought up in luxury and who have known nothing of work when suddenly thrown upon their own resources by the loss of property or compelled even to support their once wealthy parents develop remarkable strength and personal power. Young men, too, sometimes surprise every-body when suddenly left to carry on their father's business unaided. They develop force and power which no one dreamed they possessed.

We never know what we can do un-til we are put to the test by some great emergency or tremendous responsibili-ty. When we feel that we are cut off from outside resources and must de-pend absolutely upon ourselves we can fight with all the force of desperation. The trouble with working for others

is the cramping of the individuality the lack of opportunity to expand along original and progressive lines-because fear of making a mistake and appre hension lest we take too great risks are constantly hampering the executive, the creative, the original faculties.-Suc-

A new sweet potato is being tried now at Bordeaux, France. It is a na-tive of Dahomey and promises to be a valuable addition to the garden. The leaves may be eaten like spinach, while the tubers are said to be of fine flavor and to contain more sugar than beets.

HAULING PROMPTLY DONE

From A Parcel To An SOUTHERN RAILWAY Engine.

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TRANSPORTATION GUIDE

SEABOARD

AIR LINE RAILWAY.

SHORT LINE TO PRINCIPAL CITIES OF THE SOUTH AND SOUTHWEST, FLORIDA, CUBA TEXAS, CALIFORNIA AND MEXICO REACHING THE CAPITALE OF HIX STATES.

Schedule in Effect July 2d, 1905.

| No. 41. | No. 33.

LJY	(via Ferr	(NET 100) 2 (NET 100)	3:24 P II
Lv	Portsmouta	9.95 - 71	8:50 pm
Lv	Suffolk	2:54 a m	9:23 pm
_			(Carlotte State of Carlotte St
Ar	Lewiston N. C.	1:00 p m	
Lv	Weldon	11:55 a m	11.30 p m
Lv	Henderson	2:10 p m	1:49 a m
Lv	Raleigh Southern Pines	4:00 pm	3:25 a m
Ar	Southern Pines	6:16 p m	5.38 a m
	Hamlet	7:30 p m	6:45 a m
Ar	Wilmington		12:45 p m
Ar	Charlotte	10.45 p m	10.00 a m
Lv	Hamlet	10:15 p.ml	6:45 a m
Ly	Columbia	12:30 a m	10:00 a n
Ar	Augusta	i	5:20 р п
Ar	Savannah	4 . 45 a m	2:20 р п
Ar	Jacksonville	9:55 a m	6:50 p n
-	Jackbonvine	8.00 a m	•:00 р п
Ar	Tampa	6:35 pm	7:35 a n
Lv	Hamlet, N. C.	10:15 p m	7:20 р п
Ar	Athens	6:03 a m	2:22 p n
Ar	Atlanta	7:40 a m	3:40 p n
	Birmingham .		9:25 p m
Ar	Macon	111:10 a m	7:20 a D
	Montgomery		
Ar	Mobile	J. EU P III	2:55 a n
Ar	New Orleans		7:15 a D
-			
Ar	Chattanooga	1:00 p m	B:06 P B
AF	Nashville	6:00 p m	6:40 a n
Ar	Memphis	8:45 a m	3:45 pm

Suffolk & Carolina R. K. train en route from Elizabeth City, N. C., and intermediate points arrive Portsmouth 10:15 a. m., daily; returning leaves Portsmouth, 4:55 p. m., except Sunday, Sunday, 7:00 p. m.

Connections at Jacksonville and Tampa for all Florida East Coast Points, Cuba and Porto Rico,
Only line out of Norfolk operatins through sleeper to Charlotte, N. O.

No. 32 arrives at Portsmouth daily

No. 32 arrives at Portsmouth daily at 8:00 a, m.

No. 38 arrives at Portsmouth daily

J. W. BROWN, Jr., Passenger Agent, cor. Main and Gran-by Sts., New Atlantic Hotel Bldg. Norfolk, Va.

DOUBLE DAILY SCHEDULE TO ALL POINTS SOUTH AND WEST THROUGH PULLMAN CAR TO CHARLOTTE,

IN EFFECT JANUARY 25, 1906.

Lv. Newport News | C. & O. R'y. 7:40 a m | 5:35 p m Ar. Norfolk 8:30 a m | 6:25 p m

9:30 a.m.—Daily. Local for Suffolk, Franklin, Emporia, Danville and Intermediate stations. Close connections made at Danville with fast through trains carrying Pullman sleeping cars and through coaches to all points South and West.

9:30 a. m.—Daily. Local to Clarks ville, Oxford, Durham and interme diate stations. Arrive Durham 6:35

7:30 p. m.—Daily. Fast Express train for all points South and West, carry

Charlotte.
7:30 p. m.—Daily except Sunday, for
Durhain and intermediate stations
Trains arrive Norfolk 3:35 a. m. and 5:35 p. m.

City Ticket Office, 95 Granby Street (Monticello Hotel.)
STANTON CURTIS,
Passenger Agent, Norfolk, Va.

H. B. SPENCER, General Manager. W. H. TAYLOR, G. P. A., Washington, D. C.

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TRANSPORTATION GUIDE,

Norfolk and Newport

News Express.

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IN EFFECT NOVEMBER 19, 1988.

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Leave Norfolk for Newport News—
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5:00, 4:30, 6:00, 7:30. (Saturday and Sunday only, 10:00 p. m.)

Leave shippard, Newport News for Norfolk—7:15, 8:45, 10:15, 11:45, 1:15,
2:45, 4:15, 5:45, 7:15, 8:15. (Saturday and Sunday only, 10:45 p. m.)

Schedule cards of local cars at

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NIGHT LINE BETWEEN

NEWPORT NEWS AND RICHMOND.
Steamers Brandon and Berkley leave
Pier "A" 8:30 every evening, passengers only.

gers only.

Steamer Hampton will leave Pier "A" dally, except Sunday, at 9 a. m., going to Norfolk, and at 4 p. m., going to Smithfield. Steamer Accomae will leave Pier "A" dally, except Bunday, at 9 a. m., going to Smithfield, and about 2:30 p. m., going to Norfolk.

All business between New York and Newport News transacted at Pier 6.

All business between Newport News, Norfolk, Smithfield and local points transacted at Pier "A," foot of Twenty-Ofth street.

M. B. CROWELL, Gen. Agt.

H. E. Walker, Vice-Pres. & Traf. Mgr.

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NORTHBOUND. Leave Portsmouth, foot of 5:00 p as

Arrive in New York, B. &
O. R. R. *2:00 p m
SOUTHBOUND.
Lv. New York, Penn. R. R. *12:00 p m
Lv. New York, Penn. R. R. *1:00 p m
Lv. Philadelphia, Penn. R.R. 2:55 p m
Lv. Phila. B. & O. R. R. *1:00 p m
Lv. Phila. B. & O. R. R. *2:08 p m
Ar. Washington, Penn. R.R. 6:10 p m
Ar. Washington, B. & O. R. R. *5:00 p m
Ar. Washington . *6:30 p m
Ar. Old Point Comfort . *7:00 a m
Ar. Norfolk . *8:00 a m
Ar. Portsmouth . *8:30 a m
Daily *Daily except Sunday.
The trip down the historic Potomas
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Fare to Baltimore, one way, \$3.00; cound trip, \$5.00, including stateroom berth. Accommodations and cuising anequalled.

requalled.
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